

# **Route 11**

*Updated: September 2005*

Nephi via Manti and Panguitch to Arizona State line. Nephi-Vermillion, Marysvale - Junction and Circleville - Gravel Springs Junction, 1910. Vermillion - Marysvale, 1911, Gravel Springs Junction - Mt. Carmel, August 2, 1912; Junction - Circleville, May 3, 1915; Mt. Carmel - Kanab, December 21, 1915; Kanab - Arizona State line, May 12, 1919.

## **1953 Description:**

From Nephi on Route 1 via Fountain Green, Pigeon Hollow Junction, Manti, Gunnison, Richfield, Marysvale, Junction, Panguitch, Glendale, and Kanab to Utah Arizona State line.

## **Route reversed and approved by 1963 Legislature.**

\*\*(A) Scanned) \*\*\*(B) Scanned)

## **1963 Description:**

This designation is transferred to a new alignment created by the completion of Project F-027-1(5) between Engineer Stations 871 + 00 - and 911 + or -.

\*\*(C) Scanned) Approved by Commission action March 29, 1963.

## **1965 Description:**

From the Utah-Arizona State line south of Kanab northerly via Kanab, Glendale, Panguitch, Junction, Marysvale, Richfield, Gunnison Pigeon Hollow Junction, Fountain Green and Nephi on Route 1.

## **Approved 1965 Legislature:**

\*\*(D) Scanned)

## **1967 Legislature:**

\*(E) \*(F)

## **1969 Legislature:**

A part of this route from Sevier Junction to SR-41 in Nephi transferred from this route by the **1969 Legislature.**

## **1969 Description:**

From the Utah-Arizona State line south of Kanab northerly to Sevier Junction on SR-4 (Interstate Route 70).

## **1975 Legislature:** Description remains the same.

## **\*(G) 1977 Commission Action (May 20, 1977)**

The 1977 description of State Route 11 is deleted from the State System and reassigned as State Route 89 traversing the alignment of US-89. That portion of State Route 11 from the Arizona State line to Kanab remains on System as State Route 11.

## **Route 11 Cont.**

### **1979 Legislative Description:**

From the Utah-Arizona State line north to a Junction with State Route 89 in Kanab.

**1983 Legislature:** Description remains the same.

**1985 Legislature:** Description remains the same.

**1986 Legislature:** Description remains the same.

**1987 Legislature:** Description remains the same.

**1988 Legislature:** Description remains the same.

**1990 Legislature:** Description remains the same.

\*(H). Commission Action (May 8, 1992)

Relinquished Right-of-Way adjacent to current alignment of SR-11 to Kanab City, along with Quit Claim Deeds.

**1992 Legislature:** Description remains the same.

**1993 Legislature:** Description remains the same.

**1994 Legislature:** Description remains the same.

### **1995 Legislative Description:**

From the Utah-Arizona state line south of Kanab northerly to Route 89 in Kanab.

**1996 Legislature:** Description remains the same.

**1997 Legislature:** Description remains the same.

**1998 Legislature:** Description remains the same.

**1999 Legislature:** Description remains the same.

**2000 Legislature:** Description remains the same.

**2001 Legislature:** Description remains the same.

**2002 Legislature:** Description remains the same.

**2003 Legislature:** Description remains the same.

**2004 Legislature:** Description remains the same.

\* Refers to resolution index page following.

\*\* Refers to Scanned Computer Resolution index on the following page.

## **Route 11**

### **COUNTY/VOLUME & RESOLUTION NO.**

<b>A.</b> Piute Co. 1/24	<b>B.</b> Kane Co. 1/55	<b>C.</b> Kane Co. 1/66
<b>D.</b> Piute Co.1/94	<b>E.</b> Sevier Co. 2/18	<b>F.</b> Garfield Co. 2/26
<b>G.</b> Kane Co. 6/2	<b>H.</b> Kane Co. 9/17	

### **DESCRIPTION OF RESOLUTION CHANGE**

- (A). Realignment - US 89 between Marysvale and Junction.
- (B). Realignment - Between Alton, Junction and Glendale.
- (C). Relocation - Between Mt. Carmel Jct. and Mt. Carmel.
- (D). Relocation - Between Marysvale and Big Rock Candy Mountain.
- (E). Relocation - From near Big Rock Candy Mountain to Sevier Junction.
- (F). Relocation - From Bryce Junction to Hatch.
- (G). Deletion - Portion of SR-11 as State Route designation and re-designated it as SR-89. Following alignment of US 89.
- (H). Relinquishment - Right-of-Way that was part of old alignment in Kanab.

RECOMMENDED CHANGE IN STATE ROUTE SYSTEM

2 R-27  
State Route 11

Approved November 13, 1961

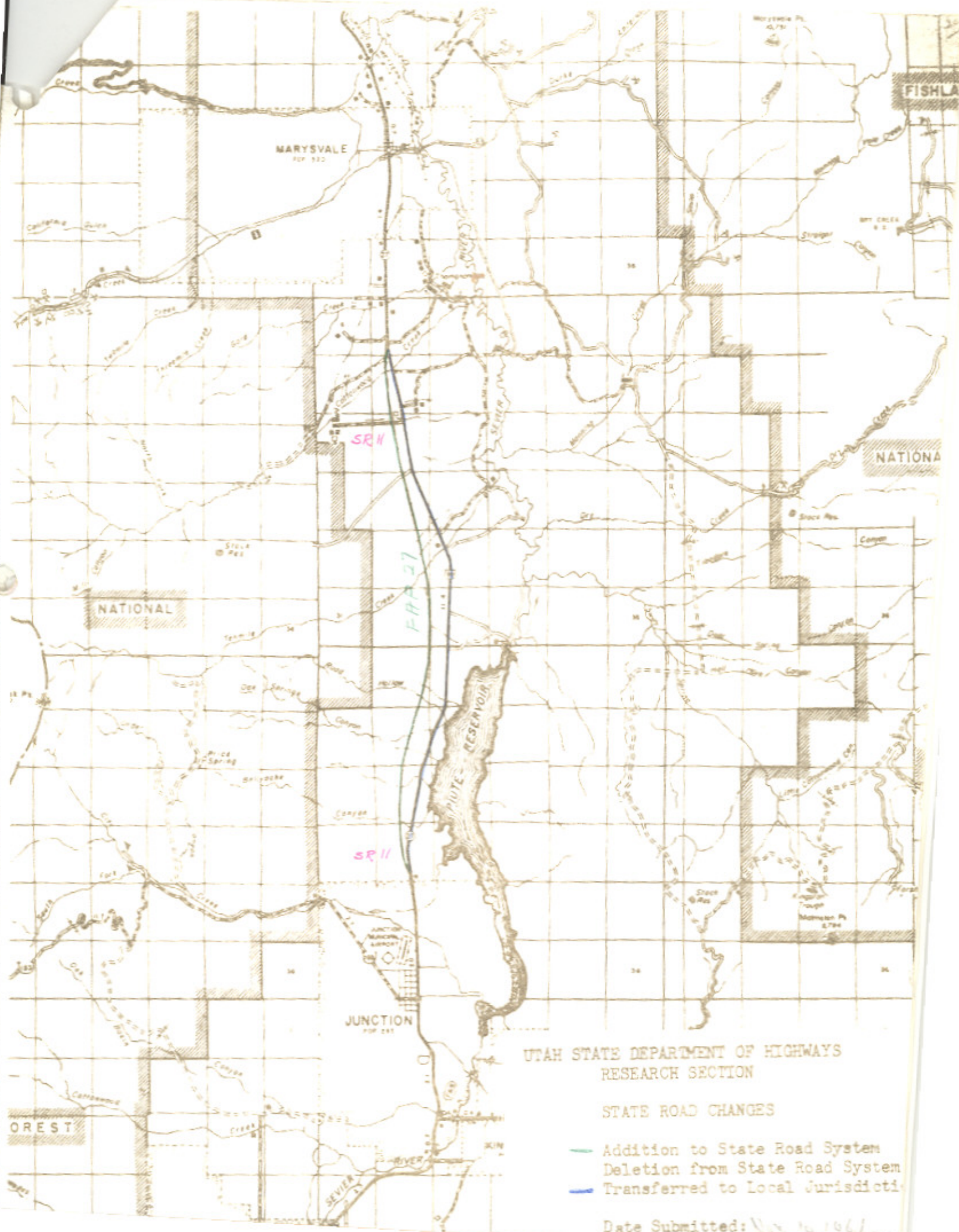
SR-11  
24

Whereas:

The completion of project S.P. 1654 - Marysvale southerly for 10.8 miles, has resulted in a realignment of a section of SR-11 (US-89, FAP-27) between Marysvale and Junction. The portion of old SR-11 (US-89, FAP-27) that has been bypassed is a distance of approximately 8.7 miles, and that portion on new location is a distance of approximately 8.6 miles, a decrease of 0.1 mile.

It has been recommended by Mr. W. J. Stephenson, District Engineer, and concurred in by the Piute County Commission that the old alignment of SR-11 (US-89, FAP-27) be transferred to the Piute County Class "B" road system.

Therefore, be it resolved that the relocation of State Route 11 between Marysvale and Junction be added as an interim designation, subject to the approval of the legislature, and the old portion of this road be transferred to the Piute County jurisdiction.



UTAH STATE DEPARTMENT OF HIGHWAYS  
RESEARCH SECTION

STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted: Nov 10 1961



*Dale Burningham*

SR-11

Office Memorandum • UTAH STATE DEPARTMENT OF HIGHWAYS

TO : J. Edward Johnston, Deputy Director for Planning DATE: Nov. 1, 1961

FROM : W.J. Stephenson, District Engineer

SUBJECT: Proposed change of status on old US-89 from Marysvale south to Junction, Piute County

The completion of project S.P. 1684-Marysvale southerly for 10.8 miles, has resulted in a re-alignment of a section of US-89 between Marysvale and Junction. The portion of old US-89 that has been bypassed, is from Engineers Sta. 195<sup>+</sup> to 650<sup>+</sup>, or a distance of approximately 8.6 miles.

8.617

We have conferred with the Piute county commission as to the possible disposition of this section of old road. It was then pointed out, the road serves a few ranches and the Piute Reservoir caretaker's home. Because of this, the county commissioners requested the road be placed on their system as a Class B county road.

It is apparent the road must be kept open and maintained; therefore we recommend it be placed on the county system.

If this meets with your approval, would you please initiate the necessary action to have this section of roadway placed on the Piute County system.

WJS/dt

cc: Dale Burningham

RECEIVED

NOV - 2 1961

Utah State Road Commission  
Highway Planning Dept.

RECOMMENDED CHANGE IN STATE  
ROUTE SYSTEM

State Route 11

Whereas:

Approved 1/29/62

The completion of project F027-1(3) - Alton Junction southerly, for a distance of 4.8 miles, toward Glendale, has resulted in a realignment of a section of SR-11 (US-89, FAP-27) between Alton Junction and Glendale. A portion of old SR-11 (US-89, FAP-27) between engineers station 547 + 50 to 600 + 60, serves one residence and four property owners. It has been recommended by Mr. W. J. Stephenson, District Engineer, and concurred in by the Kane County Commission that this section of roadway be transferred to the jurisdiction of Kane County.

Therefore, be it resolved that the relocation of State Route 11 between Alton Junction and Glendale be added as an interim designation, subject to the approval of the legislature, and the old portion of this road between the engineers station 547 + 50 to 600 + 60 be transferred to the jurisdiction of Kane County.

Decrease 0.128 mile



ALTON

POP. 116

FAS

Creek

Valley

Long

34

31

36

GLENDALE

POP. 223

Spring Can. Wash

UTAH STATE DEPARTMENT OF HIGHWAYS  
RESEARCH SECTION

## STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to local jurisdiction

Date Submitted: 1/26/62

Date Approved: 1/29/62



13-11-2-204

RESOLUTION

State Route 11 - Relocation Due To Reconstruction On New Alignment

WHEREAS, with the completion of Project F-027-1(5) has resulted in the re-alignment of a section of State Route 11 in the vicinity of Mt. Carmel Junction in Kane County.

To maintain continuity in the State Road System, it is recommended that State Route 11 be revised as an interim designation, subject to the approval of the Legislature to follow the alignment on new location between Engineer Stations 871+ and 911+. This action would result in a decrease of 0.1+ mile in the State Route System.

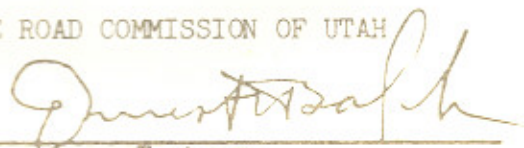
It has been requested by the Kane County Commission and concurred with by the District Engineer, that the portion of the old road between Engineer Stations 871+ and 911+ be transferred to the jurisdiction of Kane County.

NOW, THEREFORE, the State Road Commission, after considering the necessity of the afore mentioned route change adopts the following route revision as an interim designation subject to the approval of the Legislature:

That Route 11 be transferred to follow the alignment on new location that portion of roadway between Engineer Stations 871+ and 911+, and the old alignment between these stations be transferred to the jurisdiction of Kane County.

Dated: March 29, 1963

STATE ROAD COMMISSION OF UTAH



Chairman



Member



Member



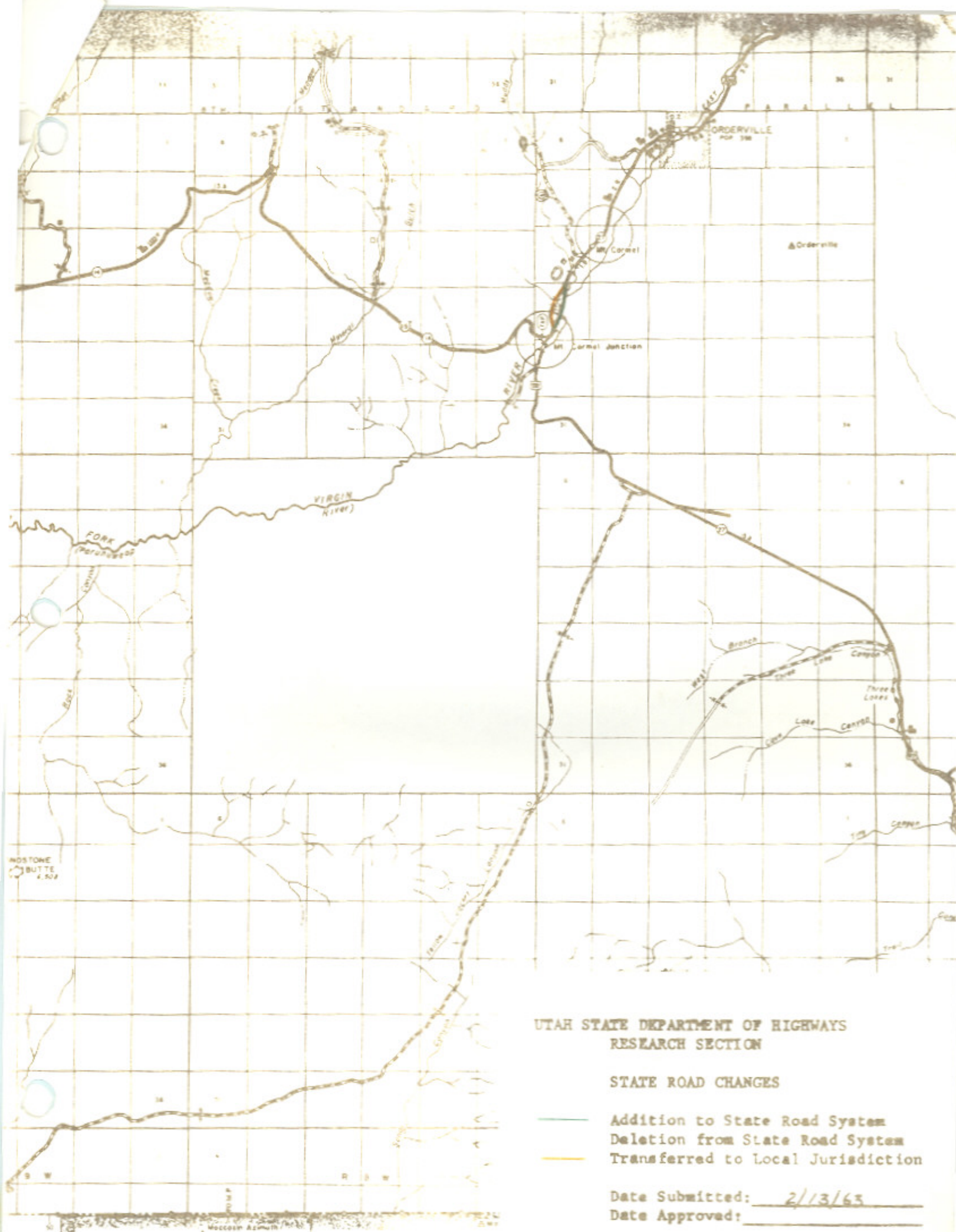
Member



Member

Attest: Clarence Alfred  
Secretary

SR-11  
66



UTAH STATE DEPARTMENT OF HIGHWAYS  
RESEARCH SECTION

STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted: 2/13/63  
Date Approved: \_\_\_\_\_



# Office Memorandum • UTAH STATE DEPARTMENT OF HIGHWAYS

70 S-P TO : B. Dale Burningham, Acting Chief Research Eng'r. DATE: 2-6-63

23-R FROM : W.J. Stephenson, District Engineer *WJS*

1963 FEB 11 AM 8 20

SUBJECT: Project F027-1(5) Mt. Carmel Jct - Glendale  
Proposed status for by-passed section of present US-89

The construction of the above project has resulted in the by passing a section of old US-89, between engineers Stations 871<sup>+</sup> and 911<sup>+</sup>. This section of old road is located on the westerly side of the new alignment. It provides access to the Mt. Carmel race track and four private property owners.

The Kane County Commission have requested this section be placed on the county system for maintenance.

We feel this request is justifiable, and recommend you take action to place this section of old road on the Kane County system.

WJStephenson/dt

cc: E. Johnston  
R.W. Griffin

*Resolution Prepared  
2/14/63*

RECEIVED

FEB 11 1963

Utah State Road Commission  
Highway Planning Dept.

21-11-1  
16-11-3

RESOLUTION

State Route 11

WHEREAS, with the completion of Projects F-027-2(4) and F-027-3(2) from Marysvale northerly to Big Rock Candy Mountain, a distance of 7.106 miles, has resulted in the construction on new alignment various sections of new roadway and,

WHEREAS, various sections of the old alignment will no longer serve as a public roadway and,

WHEREAS, to maintain continuity in the State System of Highways and,

WHEREAS, it has been recommended by Mr. Wallace J. Stephenson, District Engineer, that the road changes be made as follows.

NOW THEREFORE, pursuant to the Authority of Section 27-12-27, UCA, 1953, AS AMENDED, it is hereby resolved as follows:

1. That all portions of highway construction on new alignment as a result of Projects F-027-2(4) and F-027-3(2) will be designated as a part of State Route 11.
2. That the old portions of State Route 11 bypassed by the relocation of State Route 11 between Engineer Stations 207 + 00 to 217 + 00, 220 + 50 to 227 + 75, and 233 + 50 to 236 + 00 be abandoned from the State System of Highways.
3. That the portion of old State Route 11 between Engineer Stations 126 + 50 to 133 + 00 will be maintained by the State Department of Highways for mixing roadway mulch.
4. That by this action State Highway System mileage will be reduced 0.16 + - mile.

SR-11  
94



5. That the map attached herewith illustrating the action taken herewith is hereby incorporated as a part of this submission.

Dated this 29th day of October, 1965.

STATE ROAD COMMISSION OF UTAH

Wesley A. Hamilton  
Chairman

Frank G. Galt  
Commissioner

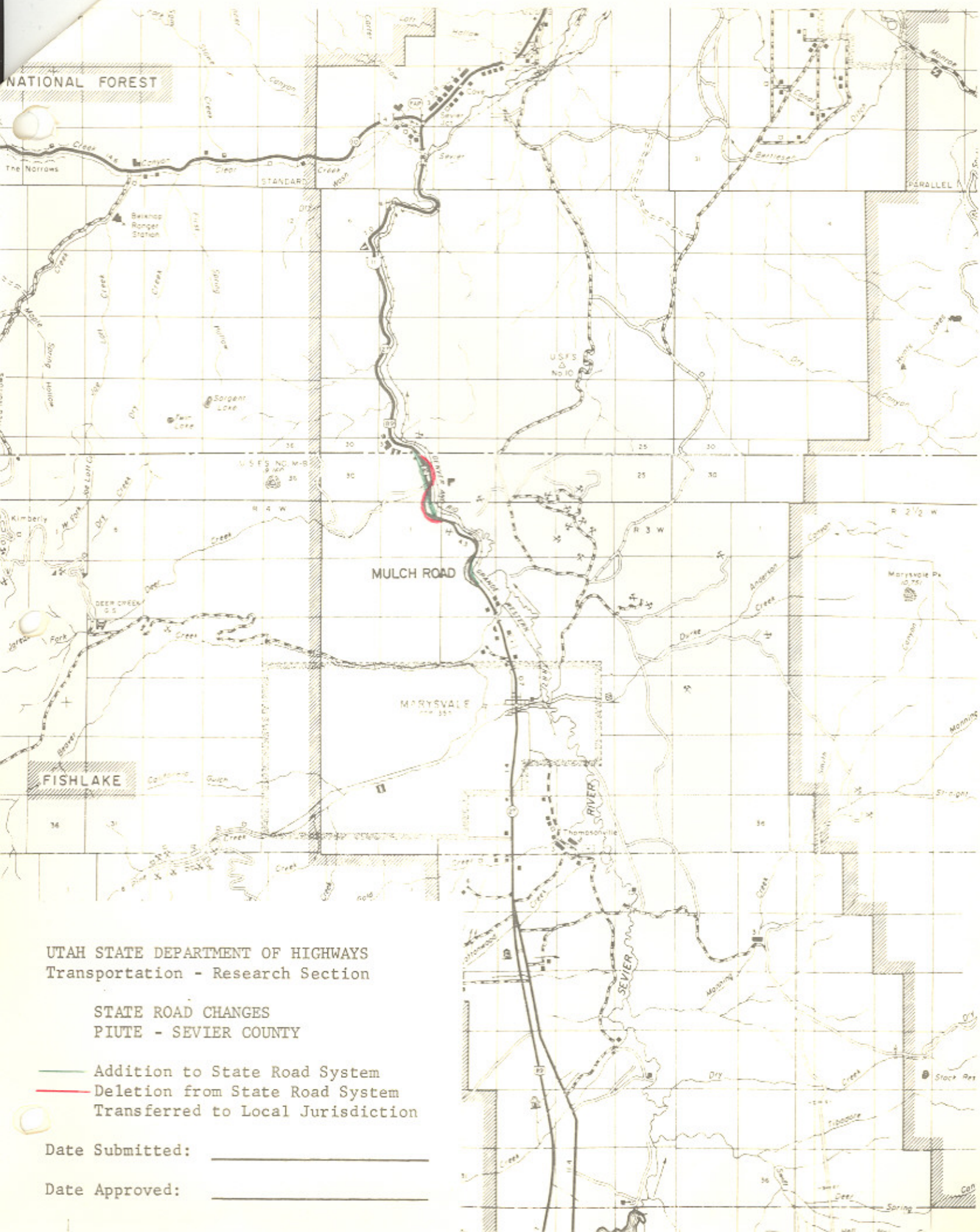
Elmer Strong  
Commissioner

Clayton H. Church  
Commissioner

Donald W. Smith  
Commissioner

ATTEST:

Ronald A. Bentley  
Secretary



UTAH STATE DEPARTMENT OF HIGHWAYS  
Transportation - Research Section

STATE ROAD CHANGES  
PIUTE - SEVIER COUNTY

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted: \_\_\_\_\_

Date Approved: \_\_\_\_\_



Interim Designations and Deletions - Federal-Aid Highways  
Authority: Sec. 27-12-27, UCA, 1953, As Amended

21-11-1

R E S O L U T I O N

State Route 11

WHEREAS, with the completion of Project F-027-3-(3) from near Big Rock Candy Mountain northerly to Sevier Junction a distance of 6.267 miles has resulted in the construction on new alignment sections of new roadway and,

WHEREAS, remaining portions of the old alignment will no longer serve as a public roadway and,

WHEREAS, to maintain continuity in the State System of Highways.

NOW THEREFORE, pursuant to the Authority of Section 27-12-27, UCA, 1953, AS AMENDED, it is hereby resolved as follows:

1. That all portions of highway constructed on new alignment as a result of Project F-027-3-(3) be designated as a part of State Route 11.
2. That any remaining portions of the old alignment of State Route 11 will be abandoned from the State System of Highways.
3. That by this action State Highway System mileage will decrease 0.1 + - mile.
4. That the map attached herewith illustrating the action taken herewith is hereby incorporated as a part of this submission.

Dated this 10th day of February, 1967.

STATE ROAD COMMISSION OF UTAH

Arthur S. Hamille

Chairman

Clyde A. Church  
Commissioner

RESOLUTION  
State Route 11  
Page 2

Orlando B. B. B. B.  
Commissioner

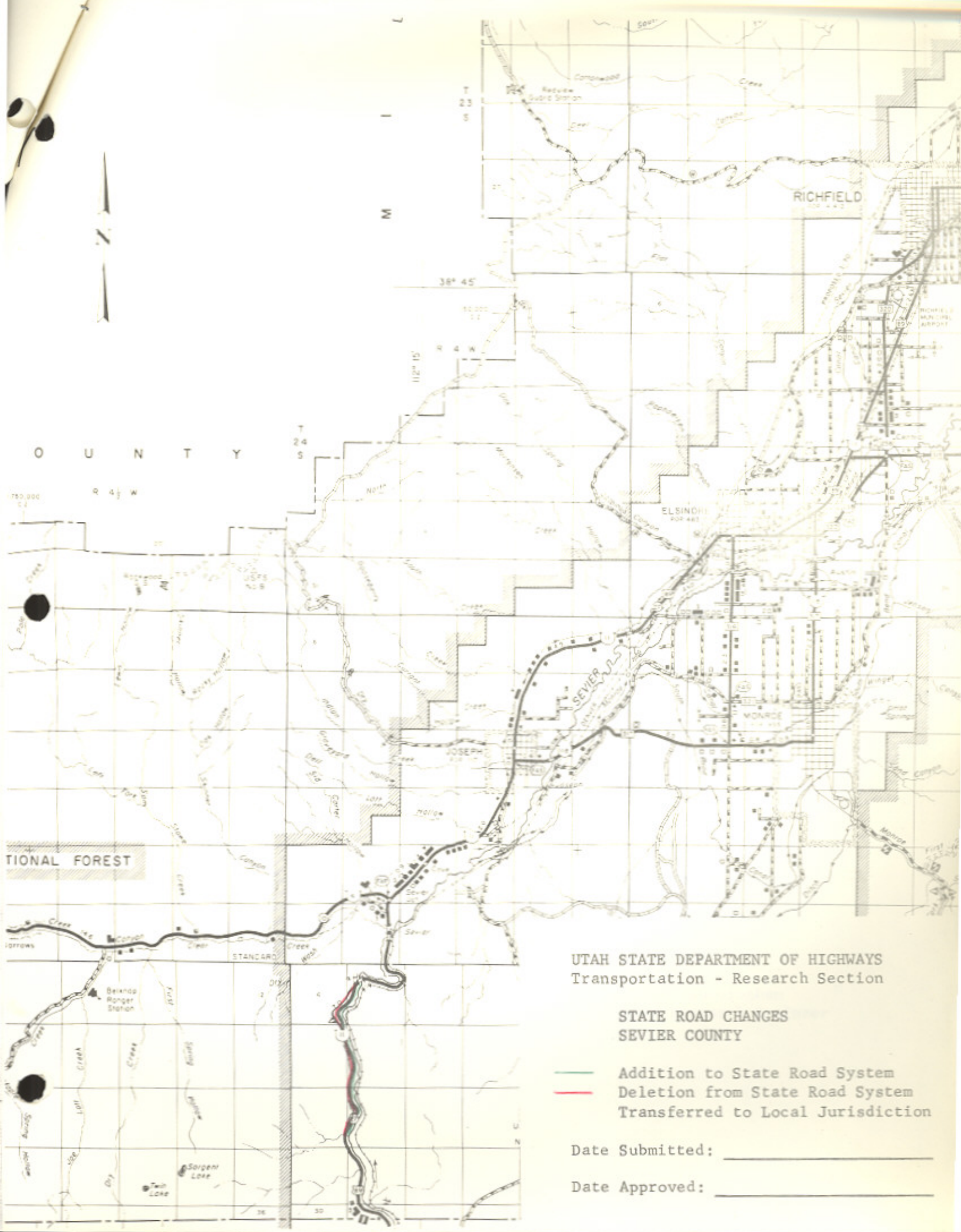
Edward J. B. B. B.  
Commissioner

Thomas B. B. B.  
Commissioner

ATTEST:

Ronald A. B. B. B.  
Secretary





NATIONAL FOREST

UTAH STATE DEPARTMENT OF HIGHWAYS  
Transportation - Research Section

STATE ROAD CHANGES  
SEVIER COUNTY

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted: \_\_\_\_\_

Date Approved: \_\_\_\_\_

DIRECTOR  
HENRY C. BELLAND



STATE HIGHWAY ENGINEER  
BLAINE J. KAY

## Utah State Department of Highways

State Office Building

Salt Lake City, Utah 84114

February 21, 1967

Mr. Virge N. Brown, Chairman  
Sevier County  
Richfield, Utah 84701

Dear Mr. Brown:

Subject: Transfer to a new alignment a portion of State Route 11  
in Sevier County

Effective February 10, 1967, the State Road Commission adopted a resolution transferring a portion of State Route 11 in Sevier County to a new alignment, from near Big Rock Candy Mountain north-erly to Sevier Junction, a distance of 6.267 miles.

As the old alignment will not serve as a public road, all portions are abandoned from the State System of Highways.

By this action State Highway System mileage is decreased 0.1 + - mile.

Transmitted is a copy of the resolution and a location map.

Very truly yours,

B. Dale Burningham  
Chief Research Engineer

Transmittal



DIRECTOR  
HENRY C. HELLAND

09-42.4

70-RE



STATE HIGHWAY ENGINEER  
BLAINE J. KAY

## Utah State Department of Highways

State Office Building

Salt Lake City, Utah 84114

February 21, 1967

Mr. Daniel Watt, Division Engineer  
U. S. Department of Commerce  
Bureau of Public Roads  
Federal Building  
125 South State Street  
Salt Lake City, Utah 84111

Dear Mr. Watt:

Subject: Transfer to a new alignment a portion of State Route 11  
in Sevier County

Effective February 10, 1967, the State Road Commission adopted a resolution transferring a portion of State Route 11 in Sevier County to a new alignment, from near Big Rock Candy Mountain north-erly to Sevier Junction, a distance of 6.267 miles.

As the old alignment will not serve as a public road, all portions are abandoned from the State System of Highways.

By this action State Highway System mileage is decreased  
0.1 + - mile.

Transmitted is a copy of the resolution and a location map.

Very truly yours,

B. Dale Burningham  
Chief Research Engineer

Transmittal

Relinquishment of Realigned Highway  
Authority: Sec. 27-12-29, UCA, 1953, As Amended

RESOLUTION

State Route 11

WHEREAS, the construction of Project F-027-2(3), Bryce Junction to Hatch in Garfield County has resulted in the construction on new alignment, sections of new roadway and,

WHEREAS, the remaining sections of the old alignment will no longer serve as public roads and,

WHEREAS, it has been recommended by Mr. W. J. Stephenson, District Engineer, that the remaining sections of roadway that were left as a result of the realignment on Project F-027-2(3) should be abandoned from the State System of Highways.

NOW THEREFORE, pursuant to the authority of section 27-12-29, UCA, 1953, As Amended, it is hereby resolved as follows:

1. That the portions of highway constructed on new alignment as a result of Project F-027-2(3) be designated as a part of State Route 11 and all remaining portions of the old alignment between engineers stations 356 + 35 to 362 + 40 left, 425 + 30 to 431 + 13 right, 632 + 00 to 644 + 00 right, 645 + 50 to 658 + 00 left, 662 + 40 to 669 + 70 right, and 694 + 10 to 725 + 13 right be abandoned and obliterated, and that section from 318 + 75 to 351 + 30 right be retained for windrowing maintenance gravel.

2. That by this action State Highway System mileage will decrease 0.3 + - mile.

3. That the map illustrating the action taken herewith is hereby incorporated as a part of this submission.

Dated this 31st day of October, 1968.

STATE ROAD COMMISSION OF UTAH



\_\_\_\_\_  
Chairman

Frank Smith  
Commissioner

Ed. J. Hamilton  
Commissioner

Wm. J. Smith  
Commissioner

Glen H. Church  
Commissioner

ATTEST:

Paul A. Feunberg  
Secretary

## Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: Sept. 9, 1968

TO : Dale Burningham, Planning Statistics Supv.

FROM : W. J. Stephenson, District Engineer *WJS*

SUBJECT: Project F-027-2(3) Bryce Jct. - Hatch

Status of Old U.S. 89

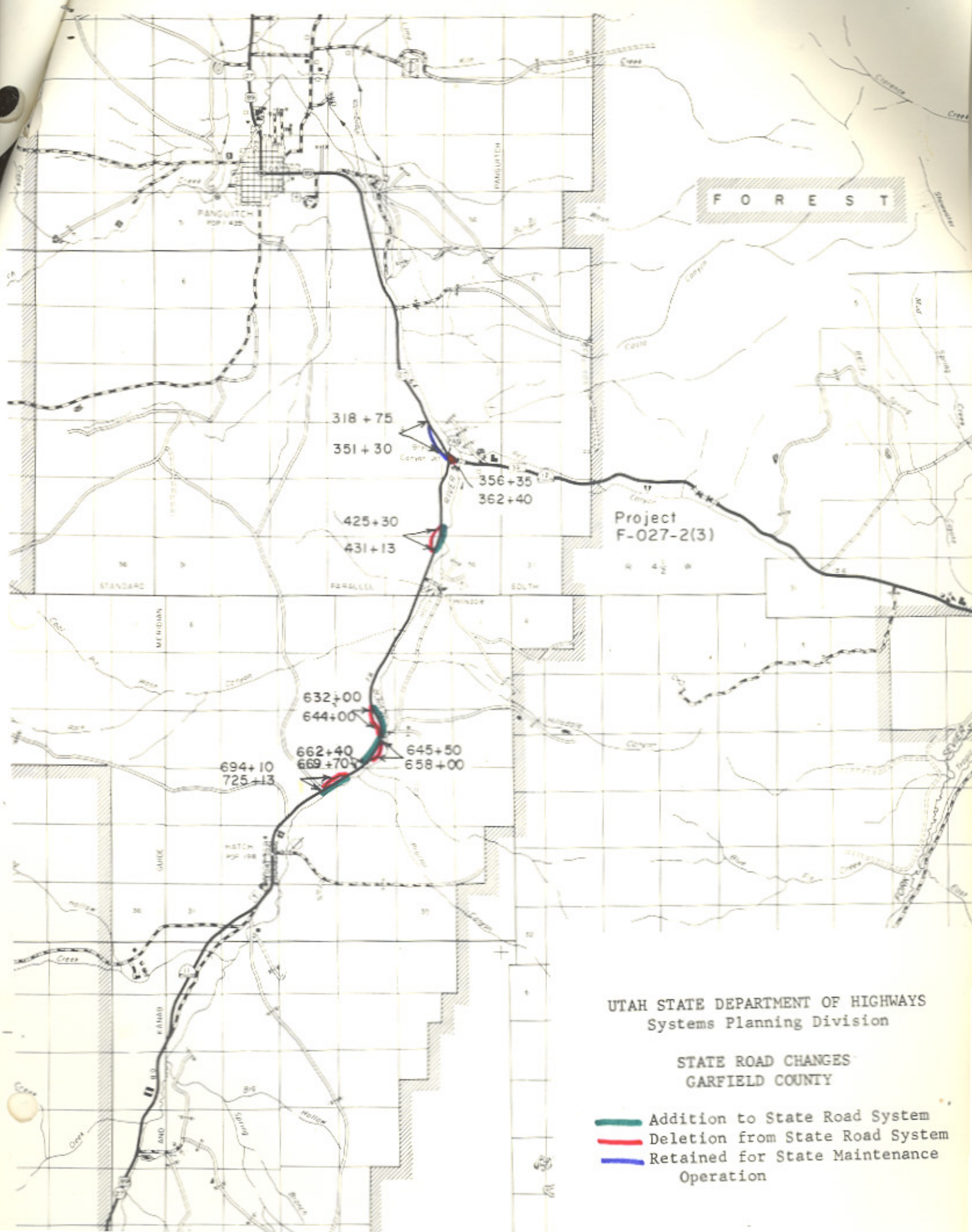
It has come to our attention there has been no action taken on the several short sections of old U.S. 89 that was bypassed as a result of the construction of the above named project.

We have looked these sections over and have concluded that with one exception they should be abandoned. Following is a list of the sections, station by station, and our recommendation for action:

1. Sta. 318+75 to 351+30 Rt. - retain-used for windrowing maintenance gravel.
2. Sta. 356+35 to 362+40 Lt. - abandon
3. 425+30 to 431+13 Rt. - abandon
4. 632+00 to 644+00 Rt. - abandon
5. 645+50 to 658+00 Lt. - abandon
6. 662+40 to 669+70 Rt. - abandon
7. 694+10 to 725+13 Rt. - abandon

WJS/ sab

cc: Clem Church





RESOLUTION

Redesignation of Various State Routes

WHEREAS, it has been determined that it would be advantageous for record keeping and developing a Highway Reference System that various state routes be redesignated by hierarchy with the route number being synonymous with the US route designation, and

WHEREAS, this proposed revision of State Route Designations is concurred in by all District Directors.

NOW THEREFORE, be it resolved as follows:

That Interstate Route 15 be designated as State Route 15 and by this action delete the designation of State Route 1 and redesignate present State Route 15 as State Route 9,

That Interstate Route 80 be designated as State Route 80 and by this action delete the designation of State Route 2 and redesignate present State Route 80 as State Route 92,

That Interstate Route 80N be designated as State Route ~~82~~<sup>84</sup> and by this action delete the designation of State Route 3 and redesignate present State Route ~~82~~<sup>84</sup> as State Route ~~126~~<sup>82</sup>,

That Interstate Route 70 be designated as State Route 70 and by this action delete the designation of State Route 4 and redesignate present State Route 70, part of State Route 102, part of State Route 69, part of State Route 16 and State Route 51 as State Route 30 and by this action delete the designation of State Route 51,

That Interstate Route 215 be designated as State Route 215 and by this action delete the designation of State Route 5,

That US-6 and 50 from the Utah-Nevada State line to Delta be designated as State Route 6 and that US-6 from Delta to the junction with I-70 west of



RESOLUTION

Redesignation of Various State Routes

Page 2

Green River also be designated as State Route 6 and by this action delete the designation of State Route 27,

That US-40 be designated as State Route 40 and by this action delete the designation of State Route 6 and redesignate present State Route 40 as State Route 134,

That US-50 from Delta to Salina be designated as State Route 50 with the exception of that section coincident with Interstate Route 15 and by this action delete the designation of State Route 26 and redesignate a part of present State Route 50 as State Route 26,

That US-89 be designated as State Route 89 with the exception of those sections coincident with Interstate Route 70, US-6, I-15 and US-91 and by this action delete the designation of State Route 259, part of State Route 11, part of State Route 28, State Route 32, State Route 8, State Route 271, part of State Route 106, State Route 169, State Route 49, part of State Route 50, part of State Route 84, State Route 13 and the remaining part of State Route 16, redesignate present State Route 89 as State Route 169 and redesignate that portion of State Route 84 from Brigham northerly to State Route 30 as State Route 13,

That US-91 be redesignated as State Route 91 and by this action delete the designation of State Route 85,

That US-189 be designated as State Route 189 with the exception of those sections coincident with US-40 and Interstate Route 80 and by this action delete the designation of State Route 7, 151 and part of State Route 35,

That US-163 be designated as State Route 163 and by this action delete the designation of State Route 47, part of State Route 9 and redesignate present State Route 163 as State Route 78,

That US-666 be designated as State Route 666 and by this action delete

2

RESOLUTION  
Redesignation of Various State Routes  
Page 3

the remaining portion of State Route 9,

That as a result of the aforementioned revisions the State Routes involved will be described as follows:

✓ Route 6 From the Utah-Nevada State line easterly via Delta and Tintic Junction, thence easterly via Santaquin, Payson and Spanish Fork to Moark Junction, thence easterly via Spanish Fork Canyon and Price to Route 70 (Interstate Route 70) west of Green River.

✓ Route 9 From Harrisburg Junction on Route 15 (Interstate Route 15) easterly to Zion National Park south boundary, thence from Zion National Park east boundary to Mt. Carmel Junction on Route 89.

✓ Route 11 From the Utah-Arizona State line north to a junction with Route 89 in Kanab.

✓ Route 13 From a junction with Route 91 in Brigham City northerly via Bear River and Haws Corner to a point south of Riverside, thence east to Route 30 north of Collinston.

✓ Route 15 From the Utah-Arizona State line near St. George to the Utah-Idaho State line south of Malad, Idaho, (traversing the alignment of Interstate Route 15). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

✓ Route 16 From the Utah-Wyoming State line northerly to Route 30 at Sage Creek Junction.

✓ Route 26 From Route 84 in Roy easterly to Route 89 in Ogden (Former SR-50 Part).

✓ Route 28 From a junction with Route 89 in Gunnison northerly via Levan to a junction with Route 15 (Interstate Route 15) north of Levan.

✓ Route 30 From the Utah-Nevada State line northeasterly via Curlew Junction to Route ~~82~~<sup>84</sup> (Interstate Route 80N) west of Snowville. Then commencing



## RESOLUTION

## Redesignation of Various State Routes

Page 4

again at a junction with Route ~~82~~<sup>84</sup> (Interstate Route 80N) west of Tremonton easterly via Tremonton, Haws Corner and Collinston to Route 91 in Logan. Then commencing again at a junction with Route 89 in Garden City southeasterly via Sage Creek Junction to the Utah-Wyoming State line.

✓ Route 35 From Route 189 at Francis southeasterly via Tabiona to Route 87 north of Duchesne.

✓ Route 40 From Silver Creek Junction on Route 80 (Interstate Route 80) easterly via Heber City, Duchesne and Vernal to the Utah-Colorado State line.

✓ Route 50 From Route 6 in Delta southeasterly to Holden, thence northerly to Route 15 (Interstate Route 15) and commencing again on Route 15 (Interstate Route 15) near Scipio southeasterly via Scipio to a junction with Route 89 in Salina.

✓ Route 69 From Brigham on Route 13 northerly via Honeyville to Route 30 at Deweyville.

✓ Route 70 From Route 15 (Interstate Route 15) near Cove Fort to the Utah-Colorado State line west of Grand Junction, Colorado, (traversing the alignment of Interstate Route 70). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

✓ Route 78 From Route 15 (Interstate Route 15) west of Levan east to Route 28 in Levan.

✓ Route 80 From the Utah-Nevada State line near Wendover to the Utah-Wyoming State line west of Evanston, Wyoming, (traversing the alignment of Interstate Route 80). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.



RESOLUTION

Redesignation of Various State Routes

Page 5

✓ <sup>84</sup>  
Route ~~82~~ From the Utah-Idaho State line near Snowville to a point on Route 15 (Interstate Route 15) near Tremonton, thence from another point on Route 15 (Interstate Route 15) near Roy to Route 80 (Interstate Route 80) near Echo, (traversing the alignment of Interstate Route <sup>84</sup>~~80N~~). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

✓ <sup>126</sup>  
Route ~~84~~ From Route 15 (Interstate Route 15) south of Layton northerly to Route 89 at Hot Springs Junction.

✓ Route 89 From the Utah-Arizona State line northwest of Page, Arizona, westerly to Kanab, thence northerly to a junction with Route 70 (Interstate Route 70) at Sevier Junction. Then commencing again at the junction with Route 70 (Interstate Route 70) south of Salina northerly via Salina, Gunnison and Mt. Pleasant to a junction with Route 6 at Thistle Junction. Then commencing again at a junction with Route 6 at Moark Junction northerly via Springville, Provo, Orem and American Fork to Route 15 (Interstate Route 15) north of Lehi. Then commencing again at a junction with Route 15 (Interstate Route 15) near Draper Crossroads northerly via Murray and Salt Lake City to a junction with Route 15 (Interstate Route 15) at Becks Interchange. Then commencing again at a junction with Route 15 (Interstate Route 15) near Orchard Drive northerly via Bountiful to a junction with Route 15 (Interstate Route 15) at North Bountiful Interchange. Then commencing again at a junction with Route 15 (Interstate Route 15) at Lagoon Junction northerly via Uintah Junction and Ogden to Route 91 near south city limits of Brigham City. Then commencing again at a junction with Route 91 in Logan northeasterly to Garden City, thence north to the Utah-Idaho State line.

○ Route 91 From Route 15 (Interstate Route 15) south of Brigham, thence

RESOLUTION

Redesignation of Various State Routes

Page 6

easterly via Brigham Canyon and Logan to the Utah-Idaho State line near Franklin, Idaho.

✓ Route 92 From Route 15 (Interstate Route 15) near Point of the Mountain east via American Fork Canyon to Route 189 in Provo Canyon.

✓ Route 102 From Route 83 east of Lampo Junction northeasterly via Penrose and Thatcher to Route ~~82~~<sup>84</sup> (Interstate Route ~~80N~~<sup>84</sup>) west of Tremonton.

✓ Route 106 From Route 89 northerly via Second West and Fourth North in Bountiful, thence northerly to Sheppard Lane in Farmington, thence east to Route 89.

✓ Route ~~126~~<sup>82</sup> From Route 30 in Tremonton north via 300 East to Garland, thence east approximately 0.8 mile, thence north to Route 13.

✓ Route 134 From Kaneshville on Route 37 northerly to Plain City, thence easterly to Pleasant View on Route 89.

✓ Route 163 From the Utah-Arizona State line southwest of Mexican Hat northerly via Blanding, Monticello and Moab to Route 70 (Interstate Route 70) at Crescent Junction.

✓ Route 169 From Route 162 east to Eden on Route 166.

✓ Route 189 From Route 15 (Interstate Route 15) south of Provo northerly via University Avenue and Provo Canyon to Route 40 south of Heber. Then commencing again from Route 40 at Hailstone Junction easterly to Francis, thence northerly via Kamas to Route 80 (Interstate Route 80) south of Wanship.

✓ Route 215 From a junction with Route 80 (Interstate Route 80) near the mouth of Parleys Canyon southeast of Salt Lake City, southwesterly near the south city limits of Murray, junctioning with Route 15 (Interstate Route 15), thence northwesterly, northerly and easterly to a junction with Route 15 (Interstate Route 15) north of Salt Lake City, (traversing the alignment of Interstate Route 215).

Route 666 From Route 163 at Monticello east to the Utah-Colorado State line.



RESOLUTION

Redesignation of Various State Routes

Page 7

The maps presented relating the action taken herewith are hereby a part of this resolution and will be stored at the office of the Planning Statistics Section of the Transportation Planning Division.

Dated this 20<sup>th</sup> day of May, 1977.

UTAH TRANSPORTATION COMMISSION

B. L. Loun

Chairman

W. H. L. L. L.

Vice-Chairman

W. E. L.

Commissioner

W. A. L.

Commissioner

W. H. L.

Commissioner

ATTEST:

W. A. L.

Secretary



STATE ROUTES REQUIRING CHANGES IN ROUTE DESIGNATION SIGNING

<u>Existing Designation</u>	<u>New Designation</u>	<u>District</u>	<u>Miles</u>
SR-15	SR-9	5	32.6
SR-15	SR-9	3	12.3
SR-80	SR-92	6	26.8
SR-82	SR-126	1	3.1
SR-40	SR-134	1	12.4
SR-50 Part	SR-26	1	3.8
SR-89	SR-169	1	0.6
SR-84	SR-13	1	<u>27.8</u>
		Total	119.4

SR-70, SR-102, SR-69, SR-16 and SR-51 in District 1, remove rectangular route signs from sign posts.

US-89 signs thru Sevier Valley will be replaced with "Temporary I-70" signs with rectangular signs under the Temporary I-70 sign indicating the State Route designation until completion of I-70 thru this area. Upon completion of I-70 between Sevier Junction and Salina all State Routes will be resigned by their designated State Route, District 3

Present State Routes 15 and 80 will be dual route signed for a period of approximately two years as a guide to Tourists, Districts 5, 3 and 6

All directional signing (junction signs, etc.) affected by these revisions will also require changing.

# Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: June 2, 1977

TO : District Directors

FROM : L. R. Jester, P.E. *L.R.J.*  
Engineer for Transportation Planning

SUBJECT: Redesignations of State Routes

On May 20, 1977, the Utah Transportation Commission approved the redesignations of various State Routes as described in the attached resolution. Please review the changes that have been approved in your District and notify all interested agencies within your area.

Attachment

Note: All Districts refer to last page of resolution for necessary signing changes.

2  
UTAH STATE DEPARTMENT OF HIGHWAYS

June 2, 1977

C  
Mr. Norman V. Hancock, Chief  
Game Management Section  
Utah State Division of Wildlife Resources  
1596 West North Temple  
Salt Lake City, Utah 84104

O  
Subject: Redesignation of State Routes

Dear Mr. Hancock:

P  
On May 20, 1977, the Utah Transportation Commission approved the redesignations of the various State Routes as described in the enclosed Resolution.

Yours very truly,

L. R. Jester, P.E.  
Engineer for Transportation Planning

Y  
LRJ/BDB/WDM/BDent/cs

Enclosure

cc: H.B. Leatham

Memo sent to all District Engineers & interested state personnel.

Also sent to: Mr. Marvin E. Blaser, U.S. Dept. of Soil Conservation  
Mr. Ralph Hodges, Utah Forest & Livestock Agency



State  
Chargers  
2

1/10/80

# AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

ROBERT N. HUNTER, President  
Chief Engineer  
Missouri State Highway Department



HENRY E. STAFFORD, Executive Director  
444 N. Capitol Street, N.W., Suite 225  
Washington, D. C. 20001  
Telephone (202) 624-5800

July 12, 1977

Mr. Blaine J. Kay, Director  
Utah Department of Transportation

Mr. Darrell V. Manning, Director  
Idaho Transportation Department

Mr. Robert A. Burco, Director  
Oregon Department of Transportation

Gentlemen:

The Route Numbering Committee reviewed the application coming from the Idaho Department of Transportation, and concurred in by the Utah Department of Transportation, for the redesignation of I-80N.

After reviewing the application, together with objections raised by States of Washington and Oregon, the Committee voted to redesignate I-80N as I-84, subject to concurrence by the Federal Highway Administrator, and with the State of Oregon in consultation with the States of Utah and Idaho to make the determination when the sign change would take place; but no later than July 1st, 1980.

This action was reviewed by the Executive Committee at its meeting on July 7th, 1977, and concurred therein.

Sincerely,

H. J. Rhodes  
Deputy Director

HJR:pw

cc: Mr. William Cox  
Federal Highway Administrator  
Federal Highway Administration

COPY OF LETTER RETAINED IN CENTRAL FILES. RETURN  
THIS COPY TO CENTRAL FILES AFTER ACTION HAS  
BEEN COMPLETED.



SEARCHED	INDEXED	SERIALIZED	FILED
JUL 14 1977			
FBI - WASH DC			
KAY			

UTAH STATE DEPARTMENT OF HIGHWAYS

June 2, 1977

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Mr. Ralph Hodges, Utah Power & Light Co.